Volume 20, Issue 2

December 2007

PLANE TALK

FAA, Flight Standards District Office
3431 Aviation Road, Suite 120,
Lincoln, NE 68524, 402 475-1738, FAX 402 458-7841
http://www.faa.gov/fsdo/lnk/

UPCOMING EVENTS

Jan. 23-24, —Nebraska Aviation Conference, Holiday Inn, Kearney, NE

Jan. 25-26—Nebraska Aviation Maintenance Seminar, Holiday Inn, Kearney, NE

For more information:

www.faasafety.gov

www.avmechseminar.org

FAA AVIATION SAFETY HOTLINE

(800) 225-1111

Contact the FAA to report unsafe practices or conditions that affect aviation safety, Your identity will be strictly **CONFIDENTIAL**.

- Restricted to FAA by your request
- Protected from disclosures under the provisions of the Freedom of Information Act.

Inside this issue:

CHANGE OF ADDRESS

If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is $21.00 per year.

SECURITY

Because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**

WINGS PROGRAM PARTICIPANTS

Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

PHASE 1: Ronald A. Gawer, Daniel R. Reyome, Frank A. Wanek, Randy Hall

PHASE II: Matthew J. Young, Michael R. Calhoon, John P. Kohl

PHASE III: Brandon Biba, Jason L. Linder, Albert L. Lubken, Todd L. RIckenbach

PHASE IV: Leo F. Frede, Karsten D. Herchenhan, Daniel L. Vogt, Dianne Otte

PHASE V: Robert A. Cartwright, Harlon A. Hain, Douglas D. Voss

PHASE VI: Vernon L. Platt, Allen Soll, Kermit W. Wenger, Carl Willert, Bayne G. Linden

PHASE VII: Edward D. Hayes, Terry R. Maurel, Jon B. Nickell, Kathleen McCoy, Amy McNaught

PHASE VIII: Mike Quinn, Roger W. Schmidt

PHASE IX: John C. Bartholomew, Herman Person, K. C. Hehnke

PHASE X: Ted Kayton, Barton Kreider, Rodney J. Rudebusch

PHASE XI: Mylon R. Eisenhauer, Dwayne F. Margritz, Daniel R. Peterson

PHASE XII: James C. Murphy

PHASE XIII: John Virgil

PHASE XIV: J. Arthur Curtiss, Claude I. Hobson, E. Gordon Pahre

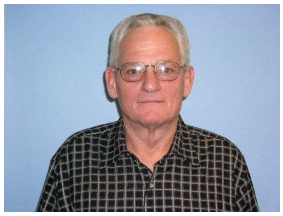
PHASE XVII: Ken Kennedy

FSDO NEWS

After 33 years of learning and living aviation at the Lincoln FSDO, I am retiring at the end of 2007. My grandchildren and far away places are calling.

But I don't want to leave without saying good-by to my aviation friends and thanking everyone for so many years in such an enjoyable profession. May you have a smooth flight through the Holidays and a soft landing into a New Year. God bless. — Karen Jenkins, Aviation Safety Technician, Lincoln, NE FSDO

Rick Johnson has been promoted to the Manager of the Lincoln FSDO. Most of you probably know Rick. He has been in the Lincoln FSDO since December of 1991. Most recently he was the Supervisory Principal Maintenance Inspector for the Duncan Repair Station Certificate Management Unit.



Robert (Jack) Willey has been hired as an Aviation Safety Inspector (Maintenance). Jack is the former owner of DynaTech Helicopters in Omaha. He has a diverse background in both corporate and general aviation..

Angie McCormick, one of our Aviation Safety Assistants, has resigned after the birth of her third child. We are in the process of hiring someone to replace her.

LINCOLN FSDO EMPLOYEES

WISH YOU ALL

A SAFE AND HAPPY

HOLIDAY SEASON!

NEW PROCESSING PROCEDURE FOR FAA FORM 337

Effective immediately, the Lincoln Flight Standards District Office will no longer review FAA Form 337, *Major Repair and Alteration (Airframe, Powerplant, Propeller, and Appliance)*, prior to forwarding this document to the Aircraft Registry in Oklahoma City.

What brought this about?

Prior to the issuance of Notice 8300.21, Title 14 of the Code of Federal Regulations (14 CFR) Part 43, Appendix B, Section (a)(3) states that each person performing a major repair or major alteration shall forward a copy of FAA Form 337 to the local FSDO within 48 hours after the aircraft, airframe, aircraft engine, propeller, or appliance is approved for return to service. Section 43.12 further describes the requirements and consequences regarding the falsification, reproduction or alteration of maintenance records, while Section 43.9(d) places the responsibility of data quality and information on the person performing the work.

The FAA issued Notice 8300.121, *Use and Submission of FAA Form 337, Including Automated Submission and Retention System (ASRS),* on June 12, 2006. This notice announces the option of submitting an electronic FAA Form 337 directly to the FAA Registry in lieu of the traditional paper copy sent to the FSDO. To support this new process, the FAA is amending FAA Order 8900.1, *Flight Standards Information Management System,* and FAA Advisory Circular 49.9-1E, *Instructions for the Completion of FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).*

What does this mean to you?

Essentially, any submitted FAA Form 337 will be processed without benefit of our review for completeness and accuracy. As many of you know, we have historically returned 337s when we discovered inadequate or erroneous information. Although some have viewed this practice as an irritant, the actual intent was to ensure the validity of the information used to alter or repair aircraft. Vice versa, some individuals relied on our review as a last line of defense prior to entry into the Aircraft Registry's aircraft records.

How will you proceed?

Appendix B of 14 CFR Part 43—Recording of Major Repairs and Major Alterations, requires that completed 337's be forwarded within 48 hours to the Aircraft Registry in Oklahoma City, OK. **Send the paper 337's to the address provided. Do not send completed paper 337's to the FSDO**. ***Paper 337's needing field approval will still need to be sent to the FSDO for that approval.*** The FAA launched the automated digital 337 in the fall of 2006 and is an optional way to complete 337's. The electronic Form 337 has a similar format with some administrative enhancements to facilitate statistical analysis. Upon completion, the user will submit these forms directly to the Registry. Regardless of which system you intend to use, please ensure that your entries are accurate and provide a complete description of the work accomplished.

Remember, it is **the installer's responsibility** to provide accurate information on any FAA Form 337. If you are unsure, please contact the FSDO for assistance.

Further information on processing FAA Form 337 can be reviewed in FAA Notice 8300.121, which is available on the FAA Web site at the following address: http: www.faa.gov/library/manuals/examiners_inspectors/8300/notices/

HIGH FLYING DREAMS

(Above Shad Dahlgren is shown with Inspector Jacob Wilson after his successful Private Pilot Check Ride on 11/29/07)

Shad Dahlgren grew up in rural Nebraska on a farm near Bertrand. His family instilled the work ethic of Middle America in all their children and they were a close, supportive family. As a boy, Shad loved to watch the aerobatic spray planes and crop dusters make their wild and rolling turns as they flew over the golden fields of Nebraska. He knew these pilots personally. In 1979, Shad's father hired a helicopter pilot to move two old grain bins to another farm. It was a mega event for people all over and it made a life long impression on Shad. By the time he was 16, Shad decided it was time for him to learn how to fly. Because there were no opportunities in Bertrand for flying lessons, he drove the 30-some miles to Lexington, Nebraska, to take lessons from Dennis McDaniels in a Cessna 152. Being in the air and piloting an airplane was bringing Shad's dream into reality. He had 10 hours completed and was nearing his time to solo when an unfortunate accident took place.

On June 3, 1990, as Shad and his girlfriend drove down one of the many gravel roads in Nebraska, Shad suddenly lost control of his car and the vehicle rolled. Shad's girlfriend was all right, but Shad was paralyzed. He spent the next three months in a hospital. He left in a wheelchair. His doctor described the injury as an "incomplete break" of his spine. With this type of spinal injury, Shad still has some feeling in his feet. Someday, with as yet undiscovered technology, it may still become possible for Shad to walk again. But for that moment, flying no longer held the same priority for Shad.

Shad moved to Lincoln, Nebraska, and enrolled at the University of Nebraska. He majored in general agriculture and graduated in 1997. He quickly took a position with Settje Agricultural Services in Raymond, Nebraska, as an Agricultural Engineer. Shad's new job with Settje would prove to be a fortuitous move! One of Settje's co-owners, Dale Leffers, learned of Shad's deep passion for aviation. Dale told Shad that he should contact his son, Bryan Leffers, who works at Duncan Aviation. Others at Settje encouraged Shad to call Bryan. Shad had heard of Duncan Aviation. He knew it was a large aviation company specializing in jets and performing many different services for aircraft operators. His dream of flying had never died; it remained in his heart. Shad spent much of his time learning more and more about aviation. He would read and watch aviation documentaries on TV. He surfed the Internet examining aviation history, especially World War II history. He learned how World War II, through necessity, made the American Aviation industry the greatest in the world with warplanes like the Grumman F6F Hellcat. Shad learned that the Hellcat ruled the Pacific after its introduction in 1943. His longing and aviation enthusiasm was unstoppable. He called Bryan Leffers. Bryan told Shad he needed to tell Harry Barr about his love of flying.

Shad called Harry on Ash Wednesday 2006. Harry invited Shad to his workshop but Harry wasn't able to make it there that day. It didn't matter though because the invitation put Shad back with the people he knew best, flyers. Shad met Harry's good friend, master craftsman, Jimmy Debus. Over the next several weeks, Shad met many more of Harry's aviation pals: Steve Mountain, Ed Bowes and Dan Rees. These were guys who spoke Shad's language. Shad felt right at home and soon got his chance to meet Harry. They talked about Shad's dream of flying and Harry felt he had an answer that might help Shad get into the pilot's seat again. Harry believed that a Piper Colt would probably be the best airplane for a paraplegic and he didn't see Shad's disability as anything more than a speed bump on the way to becoming a pilot. The Colt had a unique hand brake that would help make it easier to convert into an airplane Shad could control with his hands. It also allowed for easier entrance into the cab for Shad. After adapting a bar to fasten to the rudder controls (push for right, pull for left), fashioning a harness so Shad could brace his body against the pressure of using his arms for every control and filing an FAA Form 337 with the FAA to approve the temporary modifications, the Colt was ready for testing.

After many instructional flights with Harry and Logan Flood, Shad was ready for his solo flight on May 30, 2007. He soared along with the Colt and made a successful solo flight. Shad's aviation dream, which started as a young boy, had become reality! The spirit of aviation comes from those who wish to help others with the drive to succeed and move past the cutting edge into new frontiers and new innovation. The key ingredient is the wonderful camaraderie that those who love aviation share.

Shortly before Shad met Harry, his family purchased a ranch. The new ranch nearly pulled Shad from his aviation dream because he felt like moving home and contributing there. Had he followed that course, his opportunities for flight would have been severely restricted. But something told him he wasn't finished in Lincoln, Nebraska, yet. Maybe it's an aviation sixth sense, but then intuition can often keep dreams alive, especially when they beat as hard as they do in a heart such as Shad Dahlgren's.

Today Shad owns that Piper Colt. He plans to use it to cut down travel time to the ranch and his family. Shad has even said he might just build a landing strip for his Colt on his family's ranch! As much as any aviation pioneer who came before him, Shad Dahlgren's drive and determination have led to a success that can only be measured by the human spirit.

(Courtesy of Duncan Aviation)

WINTER FLYING

THINGS TO REMEMBER ABOUT ICE

✈ Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.

✈ Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.

✈ Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

✈ When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clear air, within the performance of your aircraft.

✈ If you are topping clouds to stay out of ice, remember that the "tops" become higher near the LOW pressure center.

✈ If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the valves in the pneumatic system from sticking.

✈ If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.

✈ Pass along icing and cloud top information to Flightwatch on 122.0

✈ When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

✈ A "zero flap" or "partial flap" landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

✈ If your aircraft's battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping is very dangerous.

✈ Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

✈ Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.

✈ During engine start, be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.

✈ After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

✈ Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.

✈ Dress for survival when you fly this time of year. Also, pack a winter survival kit.

LIGHT SPORT CERTIFICATION DEADLINE

The deadline for certification of light sport experimental aircraft is rapidly approaching. These aircraft must meet the definition of light sport aircraft in accordance with 14 CFR 1.1. The most common are two place powered-parachutes and weight shift control aircraft that do not meet 14 CFR 103.1 and airplanes that do not qualify for amateur-built certification.

To be eligible for an experimental airworthiness certificate for the purpose of operating a Light Sport Aircraft under 14 CFR 21.191(i)(1), aircraft do not have to meet the requirement of any consensus standard. The aircraft must be registered and must not have been issued a U. S. or foreign airworthiness certificate of any type. They must not meet the provisions of 14 CFR 103.1; they cannot be an ultralight vehicle. **An experimental certificate will not be issued under the provision of 21.191(i)(1) after January 31, 2008**

WINTER RUNWAY HAZARDS

Winter brings many hazards to the aviator, ice, slippery runways, low visibilities, and snow removal equipment just to name a few. In winter, conditions can change fast. So your preflight preparations might paint a much different picture than when you arrive at your destination. When you left, the runway might be clear but when you arrive, there might be snow removal operations in effect. A collision with a snowplow would ruin your whole day.

It can take time for Notices to Airmen, NOTAMs, to get into the system and there is always the possibility of human error and not get into the system at all. When equipment is occupying a runway, a Local NOTAM should be issued. Lockheed Martin, the new contractor for Flight Service, can provide you the local NOTAMs. As with any new system, NOTAMs can fall through the cracks. So be sure to be heads up on arrival by looking for equipment on the runway and be sure to use the Common Traffic Advisory Frequency, CTAF, by announcing your intentions and position as the snow-plow operators should be monitoring the frequency.

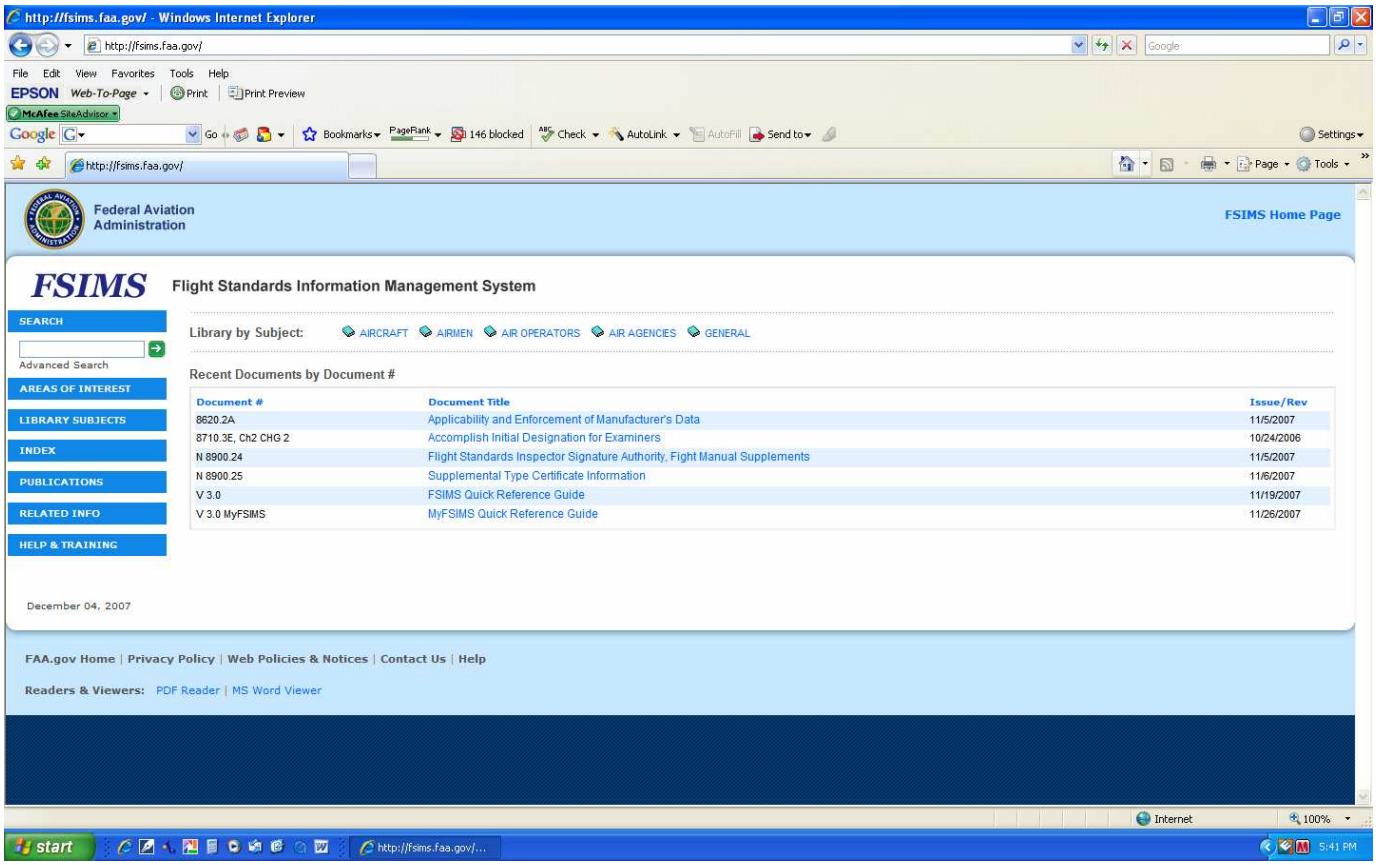
FLIGHT STANDARDS INFORMATION MANAGEMENT SYSTEM (FSIMS)

The operators and the public have always had access to the guidance materials used by FAA inspectors in certification, inspection, and surveillance. Up until recently, that meant that you had to subscribe to up to three larger paper directives or orders—FAA Orders 8300.10, 8400.10 and 8700.1. These three Orders have been the guiding documents for inspectors for the past two decades. In addition to the printed versions of these documents, .pdf versions were posted on the web for public and industry use. Then in 2004, the FAA made some changes to the presentation of the information contained in these documents which affected inspectors only. Basically some digital "magic" to the contents allowed inspectors to search across all three directives electronically. Paper copies of changes and updates were still issued and the changes were posted to the public web site. This new inspector application was called Flight Standards Information System, or FSIMS.

The content of FSIMS was essentially the content of the three inspector directives—but inspectors could set up an "account" in FSIMS which filtered out any information not related to their particular specialty. Inspectors used this application, with enhancements and upgrades, for three years, providing feedback as well as how to improve it. One thing many inspectors said was, "Wouldn't it be great if our operators could use FSIMS."

Well, coincidentally, the Director of the Flight Standards Service, James J. Ballough, came up with the same idea. For many years—in fact since he was a field inspector—he wanted a single source, electronic, policy document for inspectors which operators could also access. He tasked the FSIMS Program Office with not only combining the three paper directives into a single, electronic directive, but to make certain operators, and the public, had the same access to the same information.

This past September FAA Order 8900.1, Flight Standards Information Management System, was delivered to inspectors. FAA Orders 8300.10, 8400.10 and 8700.1 were cancelled. The content of these orders was merely included in the FAA's first all-electronic order. This order will never be printed—it would be around 8,000 pages! On the same day this electronic directive debuted for inspectors, a public version also appeared on the FAA's public web site—http://fsims.faa.gov.

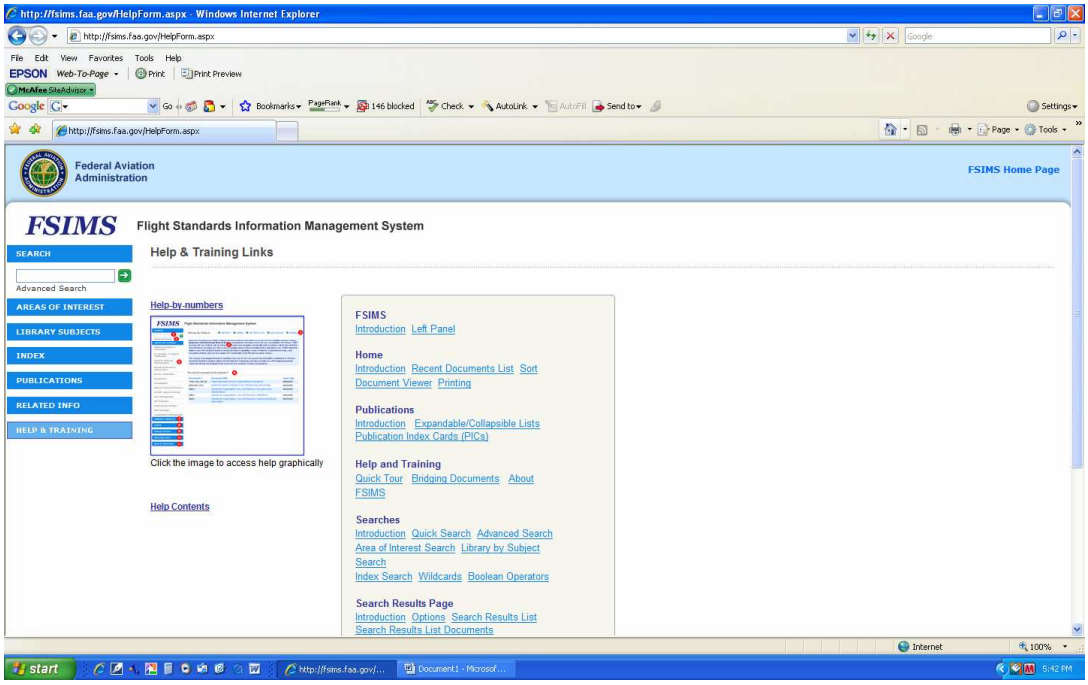


(*FSIMS Home Page*)

Let's take a look at the "home" page for the public side of Order 8900.1. We recommend you first click on "Help and Training" on the lower left. This is your online training on how to use the features of 8900.1, and you can learn about the features several different ways, including an embedded Quick Tour. Exploring this first will help you navigate through the remainder of the directive.

(Continued on Page 6)

FLIGHT STANDARDS INFORMATION MANAGEMENT SYSTEM (Continued)



(*Help and Training Page*)

Once you have used the "Help and Training" page feature, note that 8900.1 provides several different means to access specific information.

From the left side, you can click on Index and there is an alphabetical index.

By far the best feature of 8900.1 is Search, particularly, the Advanced Search function. This is where reviewing the Help and Training Section is key—because you'll see just how powerful this search function can be in getting the specific information your need. The ease of navigating 8900.1 will increase naturally with use, and its functions, features and content will constantly improve. One upcoming enhancement will allow you to sign onto a ListServ function, meaning you'll receive an e-mail any time we change FAA policy in an area which might affect you. You and your principal inspector will be reading form the same sheet of music, so to speak.

Go to fsims.faa.gov and experiment with it after going through the Help and Training. Flight Standards thinks you will be pleased.

Direct any questions about the technical content of 8900.1—or FSIMS, if your prefer—to you principal inspectors. If the features or functions do not work, please e-mail 9-awa-avs-afs-fsims-librarian@faa.gov and provide a detailed description of the problem.

Courtesy of FAA Aviation News

ACCIDENTS

A Lancair aircraft collided with terrain causing the aircraft to be destroyed. The pilot and passenger received fatal injuries. Subsequent investigation failed to disclose any mechanical irregularities or weather related conditions.

While an aerial applicator pilot was looking for a map inside the aircraft, the aircraft struck a hilltop. The aircraft came to rest and a post impact fire destroyed the aircraft. The pilot received serious injuries.

After takeoff, the pilot of a Piper PA-22-135 made a right hand turn. During the right hand turn, the left forward wing strut failed causing the wing to separate from the fuselage and causing the aircraft to crash. The pilot received fatal injuries and the aircraft was destroyed.

During landing, right before touchdown, the pilot of a Bush Caddy/R80 experienced a slight crosswind and tried to abort the landing. The pilot applied power and countered with aileron and rudder, however, the aircraft continued to veer to the right of the runway. The aircraft started to ground loop until the right wing impacted the terrain causing the aircraft to cartwheel. The aircraft was destroyed and the pilot and passenger were not injured.

While landing, the pilot of a Piper PA-17 lost control allowing the aircraft to ground loop, damaging a runway light and collapsing the right landing gear. The aircraft received substantial damage and the pilot was not injured.

During landing rollout, a crosswind caused the Cessna 140 to windmill approximately 75 degrees perpendicular to the runway. While the pilot was trying to regain directional control, the aircraft exited the left side of the runway and struck a drainage ditch causing substantial damage to the aircraft. The pilot and passenger were not injured.

While landing, the pilot of a Maule M-5 was distracted by his son and lost control of the aircraft. The aircraft received substantial damage and the pilot and passengers were not injured.

With a gusty crosswind of 10 knots, the pilot of a Boeing E75 landed and proceeded to use left and right rudder to increase his forward visibility. The aircraft speed was still excessive and the pilot applied power to attempt a go-around. This exacerbated the loss of directional control and caused the aircraft to ground loop resulting in substantial damage to the lower right wing. The pilot and passenger were not injured.

ACCIDENTS (Continued)

The pilot of a Cessna 152 reported that during climb to 2000 feet AGL, the engine began to lose power. The pilot noted that the oil pressure gauge indicated zero. The pilot attempted to land in a pasture striking a fence line and coming to rest inverted. The aircraft was substantially damage and the pilot was not injured.

While spraying, the pilot of an Air Tractor AT-502 struck power lines. The power lines were sheared off when they became entangled with the aircraft. The aircraft was stopped by the trailing wires and struck the ground causing substantial damage to the aircraft and minor injuries to the pilot.

INCIDENTS

The pilot of a Beech BE-50 stated that after departure, when he put the gear up, he lost electrical power. He called the FBO on a cell phone and had them notify the tower since he was unable to contact them by radio. The pilot manually put the gear down and made a fly-by of the tower and landed safely. Maintenance found the battery was dead. They stated that when the pilot put the gear up, the up limit switch did not shut the gear motor off and the gear motor drained the battery.

After departure, the pilot of a Beech BE-300 declared an emergency due to unsafe gear and hydraulic lights. The aircraft returned to the airport and landed safely. Maintenance could not duplicate the problem and the aircraft was returned to service.

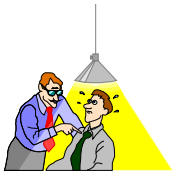
The pilot of an experimental aircraft stated that the engine lost power while en route. The pilot made a successful emergency landing in a wheat field. The aircraft received minor damage. While removing the engine from the aircraft, it was discovered that the hose from the fuel pump to the carburetor had no fuel. The fuel sump had gas in it. It appears that the fuel pump failed.

A Cessna 172K landed at night on an airport that was closed by a NOTAM. X's were on each end or runways. The aircraft went off the south end, dropped about one foot and veered into a mud hole and came to a complete stop. The aircraft received minor damage and there were no injuries.

The pilot of Rockwell S-2R experienced engine failure and landed in a field. The aircraft received minor damage and there were no injuries. The engine was sent to the manufacturer for analysis. The Manufacturer suspects possibly water was in the tank.

The pilot of a Cessna 210 experienced total loss of electrical power as he was cleared to 9,000 feet. As he was descending to the assigned altitude, a bright blue flash emitted across the instrument panel temporarily blinding him. While maintaining control of the aircraft, the pilot attempted to cycle the avionics power switch and the master switch to regain electrical power. Engine power was not interrupted and continued to produce power after failed attempts to reestablish electrical power. The pilot spotted an airport beacon and proceeded to land. The airport runway lights were not on as he circled to land. A person at the airport observed the aircraft circling and switched the runway lights on. The pilot landed without incident and the aircraft was not damaged and there were no injuries.

ENFORCEMENTS



A private pilot was carrying passengers for compensation. Revocation of the pilot's certificate has been recommended.

A private pilot landed on a runway that was closed by a NOTAM. This resulted in damage to the aircraft. A Warning Notice was issued.

A commercial pilot ground looped the aircraft he was piloting while landing. The pilot did not hold a current medical and his pilot certificate had been revoked. A civil penalty has been recommended.

A private pilot was assigned an altitude of 12,000 feet and climbed to 12,500 feet. A Warning Notice was issued.

An airline transport pilot failed to follow the marshaller's instructions and taxied between a jet bridge and an aircraft. A Warning Notice was issued.

A private pilot entered Class E Airspace and landed when the reported ceiling was 600 feet broken. A Warning Notice was issued.

A commercial agricultural pilot over flew the field he was spraying and sprayed a person and property. A Warning Notice was issued.

A commercial pilot failed to remove the aircraft tow bar before takeoff causing substantial damage to the aircraft. A Warning Notice was issued.

A commercial pilot departed an airport and flew into Class E Airspace when the weather was reported as 100 feet overcast and visibility was reported as one-fourth to one mile with fog. A certificate suspension has been recommended.

A private pilot landed and lost directional control of the aircraft which subsequently causing substantial damage to the aircraft. A Warning Notice was issued.

A private pilot operated an aircraft that was not airworthy. The pilot also did not hold a current medical and did not have a current flight review. Certificate revocation has been recommended.

A commercial agricultural pilot struck power lines while conducting aerial application. A Warning Notice was issued.

Remember—The FAA's first priority is **Safety**!

FEDERAL AVIATION ADMINISTRATION
Flight Standards District Office
3431 Aviation Road
Suite 120
Lincoln, NE 68524

EXTRA

WE'RE ON THE WEB

http://www.faa.gov/fsdo/lnk/

2008 NEBRASKA AVIATION SYMPOSIUM

The Nebraska Aviation Council will present the Annual Nebraska Aviation Symposium, January 23-26, 2008. The symposium will be held at the Holiday Inn in Kearney, Nebraska, and will consists of the Nebraska Aviation Conference and the Nebraska Aviation Maintenance Seminar.

The 16th Annual Nebraska Aviation Conference, January 23-24, is open to pilots, airport operators, fixed base operators and other interested persons. Representatives from the Federal Aviation Administration and aviation industry trade groups will present various forums. The Thursday evening banquet will include presentation of awards for the Wright Brothers "Master Pilot", Airport of the Year, and Project of the Year. It will also include honoring the inductees in the Nebraska "Aviation Hall of Fame".

The 36th Annual Nebraska Aviation Maintenance Seminar, January 25-26, is for aviation mechanics, pilots and other persons interested in aviation maintenance. The program will consist of technical and regulatory training sessions to provide information about aviation maintenance. The Friday evening banquet will feature an awards program. The banquet speaker will be Mr. Howie Franklin, former Air Force One Flight Steward, who will present "All You Wanted to Hear About Air Force One and More".

For further information regarding the symposium, please visit **www.avmechseminar.org,** or **www.faasafety.gov.** or call the Lincoln FSDO @ (402) 475-1738.

Let Us Hear From You!

Provide your comments on our Customer Feedback website at:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/